



## TERMINUS

*Airport by the King of Sweden an Out-  
of-Aero Show Fortnight  
Flight" Photographs)*

sustained severe injuries in a crash the previous day and was, of course, unable to give her show, the space in the programme being filled by a demonstration flight of the Swedish Aerotransport liners *Lappland* (Fokker F.22), *Holland* (Northrop), *Varmland* and *Ostergotland* (Junkers).

Amid terrific enthusiasm, Lt. L. G. H. Thunberg, of the Swedish Royal Air Force, winner of the Nordic Cup, flew over from Barkaby aerodrome on the Bristol-engined Fokker S6A with which he had won the race.

The next item suggested that for one type of aircraft, at least, Bromma Aerodrome is far too large. Brie and Von Bahr demonstrated Autogiros by going through the whole of their repertoire very impressive and finished.

Germany was responsible for the remainder of the programme, with a flight by the huge Junkers G.38 and inverted flying by Emil Kropf on a Focke-Wulf Stieglitz. The latter was certainly a marvellous show if considered purely from a stunt-flying point of view, but very dangerous. Inverted loops were executed with the bottom of the loop little more than a hundred feet from the ground, and inverted dives and zooms at a much lower altitude.

In the hangar, ready for the morrow's demonstrations, were all the various types of machines which had flown over for this purpose. These included the D.H. Dragonfly, Airspeed Envoy,

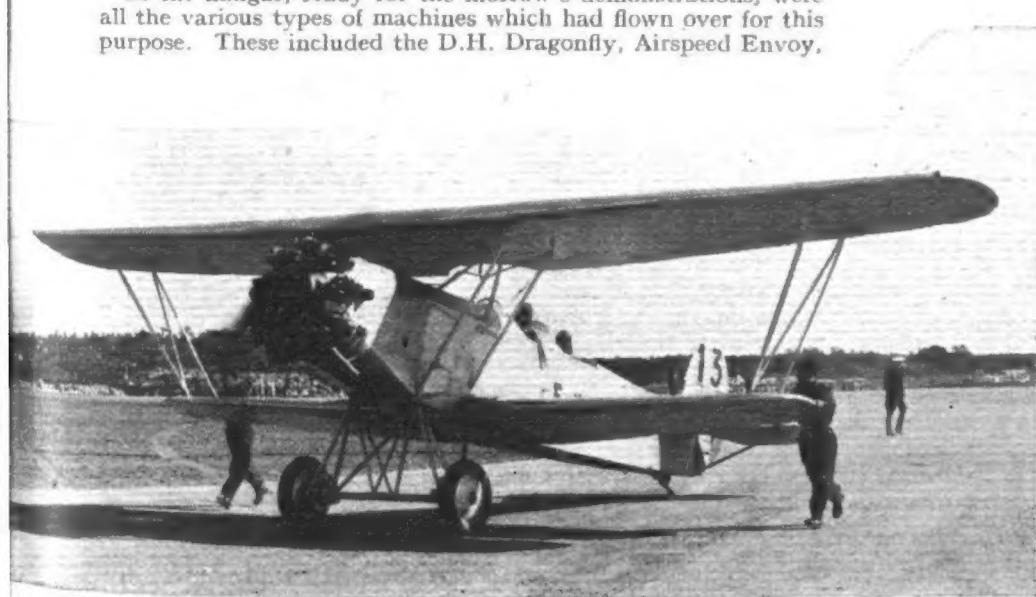


(Centre) The airport buildings and some of the 100,000 people who witnessed Sunday's display. (Above) Brie and Von Bahr demonstrate their Autogiros.

Percival Gull, Leopard Moth, B.A. Eagle and Swallow; Smith's "instrument laboratory" Dragon, Aeronca, Hawk Major, D.H. Hornet, Focke-Wulf 58, and Bücker Jungmeister.

The aerodrome itself is a very fine piece of work and has presented several problems not usually met with in aerodrome construction. For instance, several small hills of rock have had to be blasted away. There is still one which is being removed, and pilots landing must keep a weather-eye open, as they may arrive at the moment when several tons of rock are shot skywards. Concrete runways face almost every direction and the gaps between will eventually be grass. At the moment only those on the south-western side have been seeded. The longest run will be north-west—south-east, and it seems rather a pity that almost directly in line with this runway there are two very tall wireless masts outside the aerodrome.

Hangar space has been provided generously. Although the roof is uncurved there are no internal pillars, and even our biggest commercial machines should have plenty of elbow room. The great doors are in two sections only and are operated electrically, a gong ringing the whole time a door is moving.



The Nordic Cup Race : The Fokker S.6A. (Bristol Pegasus) on which Lt. L. G. H. Thunberg, of the Swedish Royal Air Force, won the race, and (right) Lt. Thunberg with the trophy.

